

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT 631411

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|----------------|---|-----------------|--------------|
| COUNTRY        | Poland                                  | REPORT          | 25X1         |
| SUBJECT        | Polish Salvage Organization<br>(P.R.O.) | DATE DISTR.     | 28 July 1954 |
|                |   | NO. OF PAGES    | 2            |
| DATE OF INFO.  |   | REQUIREMENT NO. | RD           |
| PLACE ACQUIRED |   | REFERENCES      | 25X1         |

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. The Polish Salvage Organization (P.R.O.) is an independent company and comes directly under the Polish Ministry of Shipping. The company is responsible for:
  - a. Clearing Polish harbors and territorial waters of wrecks.
  - b. Salvaging any Polish vessels sunk in the Baltic.
  - c. Going to the assistance of any vessels in distress in the Baltic.
  - d. Assisting Polish vessels outside Polish waters.
  - e. Supplying the Ministry of Shipping with a quota of scrap metal each year.  
(The quota for 1954 is 8,000 tons.)
2. The P.R.O. has the following ships:
  - a. SWAROZYC, tug, 712 BRT, 1,800 hp.
  - b. HERKULES, tug, 1,200 hp.
  - c. SWIATOWID, tug, 937 BRT.
  - d. POSEJDON, small base ship.
  - e. SMOK, small general purpose salvage vessel.
  - f. NEPTUNIA, 298 BRT, 500 hp., general purpose salvage vessel.

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25 YEAR RE-REVIEW

|       |   |      |   |      |   |     |   |     |  |     |  |  |  |
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(Note: Washington Distribution indicated by "X"; Field Distribution by "#")

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- g. KUNOR) small wooden cutters approximately 25 meters long.  
 h. WYDRV(sic) small wooden cutters approximately 25 meters long.

The tug ZUBR which belongs to the port of Gdynia administration is often chartered by the P.R.O. In the 1954 development plan for the P.R.O., provision has been made for the purchase of two new tugs not smaller than the SWAROZYC.

In 1954 the tug SWAROZYC is to accompany the Polish fishing fleet in northern waters so as to be at hand in case any of the trawlers require assistance.

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3. Since April 1951 the P.R.O. has been employed on the salvaging of the following vessels:

- a. The ex-German battle ship GNEISENAU, which was sunk in the north entrance of Gdynia harbor, has now been completely removed and broken up for scrap.
- b. The ZAEHRINGEN, which had been completely raised and broken up for scrap.
- c. Work on a pontoon dock of about 3,000 tons, which was sunk near Szczecin (Stettin), has not yet been completed but it is scheduled for scrap.
- d. The ECKARD, which has been cut in two but is still under water, will be broken up for scrap.
- e. The ZEIBURG, which was sunk near JASTARNIA, was a passenger vessel of about 18,000 tons. This vessel has not been completely raised, but the Poles intend to repair it if possible.
- f. The LEVERKUSEN, an ex-German torpedo transport ship, which has been raised and is at the moment in OKSYWIE dock in Gdynia, where it is to be repaired and will then go into service with the Polish Navy.
- g. The OSNABRÜCK has not been completely raised, but is scheduled for scrap.

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